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12 MILE FROM OFFSHORE ISLANDS RULE, THAT WE COULD DO EVEN BETTER. CURRENTLY THERE ARE TWO PRIME AREAS OF INTEREST IN THE INTELLIGENCE COMMUNITY FOR OFFSHORE H CAMERA PHOTOGRAPHY. ONE IS THE HAIPHONG HARBOR AREA (SO WE CAN HOPEFULLY SEE WHAT KIND OF MATERIAL IS BEING UNLOADED, I.E., CIVILIAN GOODS OR MILITARY EQUIPMENT) AND THE LOWER NORTH VIETNAMESE PAN HANDLE/ DMZ AREA (THIS IS THE AREA THAT WOULD GIVE TIP-OFFS OF MAJOR NV MILITARY INITIATIVES AGAINST SOUTH VIETNAM). NATURALLY ALL THE OTHER IN BETWEEN TARGETS ARE OF INTEREST AND ARE IMPORTANT BUT DO NOT APPROACH THE GREATER INTEREST IN THE TWO PRECEDING TARGET AREAS. IT JUST SO HAPPENS THAT THERE IS AN ISLAND GROUP (HON CO) OPPOSITE THE DMZ AND THE ISLANDS IN THE AREA OF THE APPROACHES TO HAIPHONG HARBOR LOCATED GENERALLY AT 20-36N. 107-10E. AS A TEST CASE, I PREPARED A PAPER FOR THE 40 COMMITTEE ASKING FOR A SPECIAL ONE-TIME AUTHORITY TO VIOLATE THE 12 MILE

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LIMIT FROM ONE OR THE OTHER OF THESE OFFSHORE ISLANDS SO AS
TO GO AS CLOSE AS 4 MILES AND THEREFORE ATTAINING IMPROVED
PHOTOGRAPHY IN THE HAIPHONG AREA OR DMZ DEPENDING ON WHICH
ROUTE WERE FLOWN. WHEN THIS ISSUE WAS A SCUSSED WITH THE
40 COMMITTEE, DR. KISSINGER IMMEDIATELY SAW THE VALUE OF THIS,
PARTICULARLY WITH RESPECT TO HAIPHONG HARBOR, AND AGREED TO
GIVE US THIS AUTHORITY. YOU MUST RECOGNIZE THAT IT IS NOT OFTEN
THAT WE ARE AUTHORIZED TO DELIBERATELY VIOLATE CLAIMED
INTERNATIONAL RESTRICTIONS. DR. KISSINGER HAS ALWAYS BEEN TOLD
BY THE PRC THAT THEIR SHIPMENT OF GOODS TO NVN CONTAINS ONLY
CIVILIAN MATERIAL TO HELP REBUILD THEIR COUNTRY. GOOD
PHOTOGRAPHY OF THE HAIPHONG HARBOR AREA MIGHT HELP PROVE
OR DISPROVE THIS POINT BEFORE DR. KISSINGER GOES TO PEKING ON
HIS NEXT TRIP.

3. WITH THIS IN MIND, WE PREPARED A SERIES OF ROUTES

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CULMINATING WITH WHICH WE CONSIDERED FROM ALL ANGLES TO BE AS CLOSE AS WE COULD POSSIBLY GET TO THE HEART OF THE HAIPHONG AREA. THE FIRST FLIGHT LINE COMES THE CLOSEST TO HAIPHONG AND IS A FAIRLY SHORT FLIGHT LINE. IT IS MY OPINION THAT THIS FLIGHT LINE SHOULD NOT BE ANY SHORTER BECAUSE IF IT were. The aircraft may not be completely stablized after THE TURN AND THUS WE MIGHT NOT HAVE THE OPTIMUM CAMERA SITUATION. EVEN WITH THE PRESENT FLIGHT PLAN FOR THE FIRST HAIPHONG HARBOR PASS. THE PILOT WILL HAVE TO DO IT PERFECTLY TO ACHIEVE ANY SORT OF RESULT. IF WE MOVE THIS FLIGHT LINE IN CLOSER. THE LENGTH OF THE FLIGHT LINE WILL BE SO SHORT THAT I DO NOT THINK THAT IT CAN BE EXECUTED BY THE PILOT SO AS TO GET GOOD STABLIZED PHOTOGRAPHY. THE SECOND HAIPHONG HARBOR FLIGHT LINE IS FURTHER OUT AND CONSIDERABLY LONGER. IF YOU will plot these flight lines together with the instructions

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d salte				<u> </u>	

THAT YOU HAVE BEEN GIVEN ON THE CAMERA ANGLES AND THEN PLOT THE AREA OF THE NVN LAND THAT WILL BE COVERED BY THESE FLIGHT LINES. YOU WILL FIND THAT ALL OF YOUR THEORY CONTAINED IN IS RIDICULOUS. THE HEART OF HAIPHONG 25X1 IS LOCATED AT 20-52N. HARBOR AS INDICATED IN 106-42E. IN EVERY CASE, THE HEART OF THE HARBOR IS LOCATED AT THE FAR EDGE OF THE PICTURE FORMAT. WHILE INFORMATION DETECTED AT THE CENTER OF THE FORMAT MAY BE IMPORTANT, IT IN NO WAY EVEN COMPETES WITH WHAT WE WOULD LIKE TO GET IN THE HAIPHONG HARBOR AREA. TAKING INTO ACCOUNT THE FACT THAT PILOT NAVIGATIONAL PROFICIENCY CANNOT BE PERFECT OVER WATER

AND THAT WE MAY FLY SLIGHTLY FURTHER AWAY FROM THE TARGET THAN PLANNED, (OR THE AIRCRAFT MAY BE IN A SLIGHT BANK, ETC.), I MAY BE PERFECTLY THINK YOU CAN SEE THAT WHILE YOUR WILLING TO LOSE . 40 NAUTICAL MILES BETWEEN 68M AND 69M, I DO

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在一种的自己的数据信息,但且实现在,这一种实现在的对方的方式的现在分词。

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NOT AGREE THAT THIS IS INSIGNIFICANT. WHILE OBVIOUSLY HAIPHONG HARBOR IS NOT THE ONLY INTELLIGENCE TARGET OF INTEREST, IDDO NOT KNOW EXACTLY HOW I WOULD EXPLAIN TO THE 40 COMMITTEE THAT THE HEART OF HAIPHONG WAS JUST OUTSIDE THE FORMAT OF THE PICTURE. WE COULD NEVER LIVE IT DOWN. I, THEREFORE, FEEL THAT WE SHOULD TAKE EVERY ADVANTAGE OF EVERYTHING WE CAN DO SO THAT THIS WILL NOT HAPPEN AND FEEL THAT WE SHOULD BE AT LEAST 69M FOR BOTH OF THESE LEGS.

4. IT	HINK IF YOU WILL REVIEW THE SITUATION,
DISCUSSED SC	OME OF OUR PROBLEMS AND ASKED YOUR OPINION
(SUBORDINAT	E UNITS DO NOT ALWAYS GET THE OPPORTUNITY TO
PROVIDE OPI	nions) on any options to give us the desired altitudes
	DID NOT SUGGEST ANY OPTIONS BUT INSTEAD SUGGESTED
TO US THAT	PERHAPS WE SHOULD NOT WORRY TOO MUCH ABOUT THIS
POINT.	

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5. I PREFER THE DEPARTURE AND THE RECOVERY

TO BE FLOWN WITH THE SAME LOW LEVEL ROUTE WE HAVE DONE IN
THE PAST TO AVOID PRC RADAR DETECTION. I SPENT MOST OF
MY LAST VISIT DISCUSSING NOTHING ELSE AND I DO NOT REALLY CARE
TO PLAN A MISSION WHICH WOULD DELIBERATELY GIVE THE PRC AN
OPPORTUNITY FOR RADAR DETECTION. OBVIOUSLY IN ANY EMERGENCY
WHERE THE PILOT HAS MUCH LESS FUEL THAN HE NORMALLY EXPECTED
TO HAVE AT THE DESCENT POINT, HE COULD EXECUTE A STRAIGHT IN

25X1
RECOVERY UNDER THOSE CONDITIONS. IF WE HAVE TO USE
TO GET A MINIMUM OF 69M PLUS AVOID PRC RADAR, SO BE IT.

6. YOU WILL SHORTLY RECEIVE A CABLE FROM THE OSA STAFF
AS A RESULT OF REFS A AND B. I HOPE THAT WHEN YOU AND YOUR
STAFF REVIEW THE DIFFERENT ALTERNATIVES THAT YOUR REPLY
WILL BE A LITTLE MORE RESPONSIVE TO OUR CENTRAL PROBLEM.

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